

PRELIMINARY REPORT

2015: F1-F50 – Northwest

APPLICANT: City of Houston Planning & Development

KEY MAP: 370-372, 409-412, 450-453

LAMBERT: 4961-4964, 5060-5064, 5159-5165, 5259-5265, 5359-5362

JURISDICTION: City of Houston, City of Houston ETJ

DISTRICT/PRECINCT: City Council: A, B, C, H

PROPOSAL:

The City of Houston Planning & Development Department (P&D) is requesting the reclassification of the following Thoroughfares and Collectors within the Northwest Mobility Study:

	ID	STREET NAME	STREET SEGMENT	AMENDMENT REQUEST
F	1.	W. Little York Road	US 290 to Fairbanks N. Houston Road	Reclassify W. Little York Road between US 290 and Fairbanks N. Houston Road from a 4 lane Major Thoroughfare (T-4-100) to a 6 lane Principal Thoroughfare (P-6-100)
	2.	Fairbanks N. Houston Road	Beltway 8 to US 290	Reclassify Fairbanks N. Houston Road between Beltway 8 and US 290 from 4 lane Major Thoroughfare (T-4-100) to a 6 lane Principal Thoroughfare (P-6-100)
	3.	Fallbrook Drive	Beltway 8 to IH 45	Reclassify Fallbrook Drive between Beltway 8 and IH 45 from a Major Thoroughfare (T-4-100) to a Principal Thoroughfare (P-4-100)
	4.	SH 249	Beltway 8 to IH 45	Reclassify SH 249 between Beltway 8 and IH 45 from a Major Thoroughfare (T-6-120/180) to a Principal Thoroughfare (P-6-120/180)
	5.	Breen Drive	N. Houston Rosslyn Road to SH 249	Add Breen Drive between N. Houston Rosslyn Road and SH 249 as a Major Thoroughfare (T-4-100)
	6.	W. Mount Houston Road	N. Houston Rosslyn Road to W. Montgomery Road	Reclassify W. Mount Houston Road between N. Houston Rosslyn Road and W. Montgomery Road from a 4 lane Major Thoroughfare (T-4-100) to a 2 lane Major Collector (MJ-2-100)
	7.	Veterans Memorial Drive	SH 249 to IH 45	Reclassify Veterans Memorial Drive between SH 249 and IH 45 from 4 lane Major Thoroughfare (T-4-100) to a 6 lane Principal Thoroughfare (P-6-100)
	8.	Rosslyn Road (Crestvale)	W. Gulf Bank Road to West Road	Reclassify Rosslyn Road between W. Gulf Bank Road and West Road from a 100' right-of-way Major Thoroughfare (T-4-100) to an 80' right-of-way Major Collector (MJ-4-80)
	9.	Rosslyn Road (Cebra/Carver/Crestvale)	Pinemont Drive to W. Gulf Bank Road	Reclassify Rosslyn Road between Pinemont Drive and W. Gulf Bank Road from a 2 lane, 70' right-of-way Major Thoroughfare (T-2-70) to a 4 lane, 80' right-of-way Major Collector (MJ-4-80)
	10.	N. Houston Rosslyn Road	W. Little York Road to Antoine Drive	Add N. Houston Rosslyn Road between W. Little York Road and Antoine Drive as a Major Collector (MJ-2-60)
	11.	Victory Drive	Alabonson Road to W. Little York Road	Reclassify Victory Drive between Alabonson Road and W. Little York Road from a 6 lane Principal Thoroughfare (P-6-100) to a 4 lane Principal Thoroughfare (P-4-100)
	12.	Mangum Road	Watonga Boulevard to W. 43rd Street	Reclassify Mangum Road between Watonga Boulevard and W. 43rd Street from a 4 lane Major Collector (MJ-4-60) to a 2 lane Minor Collector (MN-2-60)

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	ID	STREET NAME	STREET SEGMENT	AMENDMENT REQUEST
	13.	Rosslyn Road	Judiway Street to W. 43rd Street	Reclassify Rosslyn Road between Judiway Street and W. 43rd Street from a 4 lane Major Collector (MJ-4-80) to a 2 lane Major Collector (MJ-2-80)
	14.	W. 43rd Street	TC Jester Boulevard to Ella Boulevard	Reclassify W. 43rd Street between TC Jester Boulevard and Ella Boulevard from an 80' right-of-way Major Thoroughfare (T-4-80) to a 90' right-of-way Major Thoroughfare (T-4-90)
	15.	W. 43rd Street	Ella Boulevard to N. Shepherd Drive	Reclassify W. 43rd Street between Ella Boulevard and N. Shepherd Drive from a 60' right-of-way Major Thoroughfare (T-4-60) to a 70' right-of-way Major Thoroughfare (T-4-70)
	16.	W. Tidwell Road	N. Shepherd Drive to IH 45	Reclassify W. Tidwell Road between N. Shepherd Drive and IH 45 from a 4 lane, 80' right-of-way Major Thoroughfare (T-4-80) to a 6 lane, 100' right-of-way Principal Thoroughfare (P-6-100)
	17.	W. Crosstimbers Street	N. Shepherd Drive to IH 45	Reclassify W. Crosstimbers Street between N. Shepherd Drive and IH 45 from an 80' right-of-way Major Thoroughfare (T-4-80) to a 90' right-of-way Major Thoroughfare (T-4-90)
	18.	Yale Street	IH 610 to W. Crosstimbers Street	Reclassify Yale Street between IH 610 to W. Crosstimbers Street from a 70' right-of-way Major Thoroughfare (T-4-70) to an 80' right-of-way Major Thoroughfare (T-4-80)
	19.	N. Main Street	IH 610 to W. Crosstimbers Street	Reclassify N. Main Street between IH 610 and W. Crosstimbers Street from a Major Thoroughfare (T-4-70) to a Major Collector (MJ-4-70)

P&D also requests the addition of the following local streets to be added as Minor Collectors as recommended by the Northwest Mobility Study. Minor Collectors are public streets that accumulate traffic from local streets for distribution into a Major Thoroughfare or a Major Collector. Minor Collectors typically serve residential uses, but it's not uncommon for them to serve commercial or mixed uses, particularly in urban settings. They typically collect traffic from residential uses or commercial uses and distribute to the Thoroughfare streets. These streets are typically shorter in length, however, may be longer in large single family residential developments. These streets typically accommodate pedestrians and bicyclists. Goods movement is limited to local deliveries only.

	ID	Street Name	Street Segment	Amendment Request
F	20.	Derrington Road	Gessner Road to Fairbanks N. Houston Road	Add Derrington Road between Gessner Road and Fairbanks N. Houston as a Minor Collector (MN-2-60)
	21.	Windfern Road	Beltway 8 to US 290	Add Windfern Road between Beltway 8 and US 290 as a Minor Collector (MN-2-60/70)
	22.	Elsie Lane	Beltway 8 to Fairbanks N. Houston Road	Add Elsie Lane between Beltway 8 and Fairbanks N. Houston Road as a Minor Collector (MN-2-60)
	23.	Rodney Ray Boulevard	Windfern Road to Fairbanks N. Houston Road	Add Rodney Ray Boulevard between Windfern Road and Fairbanks N. Houston as a Minor Collector (MN-2-100)
	24.	Phillipine Street	Beltway 8 to Windfern Road	Add Phillipine Street between Beltway 8 and Windfern Road as a Minor Collector (MN-2-80)

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	<i>ID</i>	<i>Street Name</i>	<i>Street Segment</i>	<i>Amendment Request</i>
	25.	Woodland Oaks Drive	Breen Drive to W. Little York Road	Add Woodland Oaks Drive between Breen Drive and W. Little York Road as a Minor Collector (MN-2-60)
	26.	Fairbanks White Oak Road	Fairbanks N Houston Road to Hollister Road	Add Fairbanks White Oak Road between Fairbanks N Houston Road to Hollister Road as a Major Collector (MN-2-65)
	27.	Guhn Road	Fairbanks White Oak Road to US 290	Add Guhn Road between Fairbanks White Oak Road and US 290 as a Minor Collector (MN-2-65)
	28.	Seton Lake Drive	SH 249 to Old Bammel N. Houston Road	Add Seton Lake Drive between SH 249 and Old Bammel N. Houston Road as a Minor Collector (MN-2-60)
	29.	Old Bammel N. Houston Road	SH 249 to Bammel N. Houston/N. Houston Rosslyn Road	Add Old Bammel N. Houston Road between SH 249 and Bammel N. Houston/N. Houston Rosslyn Road as a Minor Collector (MN-2-60)
	30.	Aldine Western Road	Veterans Memorial Drive to Ella Boulevard	Add Aldine Western Road between Veterans Memorial Drive and Ella Boulevard as a Minor Collector (MN-2-65)
	31.	Ann Louise Road	Essie Road to Beltway 8	Add Ann Louise Road between Essie Road and Beltway 8 as a Minor Collector (MN-2-60)
	32.	Old Foltin Road	Essie Road to SH 249	Add Old Foltin Road between Essie Road and SH 249 as a Minor Collector (MN-2-60)
	33.	Frick Road	Antoine Drive to Veterans Memorial Drive	Add Frick Road between Antoine Drive and Veterans Memorial Drive as a Minor Collector (MN-2-60)
	34.	Chippewa Boulevard	N. Houston Rosslyn Road to SH 249	Add Chippewa Boulevard between N. Houston Rosslyn Road and SH 249 as a Minor Collector (MN-2-60)
	35.	Upland Willow Avenue	SH 249 to Rosslyn Road	Add Upland Willow Avenue between SH 249 and Rosslyn Road as a Minor Collector (MN-2-60)
	36.	Northville Street	Veterans Memorial Drive to IH 45	Add Northville Street between Veterans Memorial Drive and IH 45 as a Minor Collector (MN-2-60)
	37.	Blue Bell Road	Veterans Memorial Drive to IH 45	Add Blue Bell Road between Veterans Memorial drive and IH 45 as a Minor Collector (MN-2-65)
	38.	Alabonson Road	N. Houston Rosslyn Road to W. Little York Road	Add Alabonson Road between N. Houston Rosslyn Road and W. Little York Road as a Minor Collector (MN-2-60)
	39.	Langfield Road	W. Tidwell Road to W. Little York Road	Add Langfield Road between W. Tidwell Road and W. Little York Road as a Minor Collector (MN-2-60)
	40.	Burlington N. Drive	Langfield Road to N. Houston Rosslyn Road	Add Burlington N. Drive between Langfield Road and N. Houston Rosslyn Road as a Minor Collector (MN-2-60)
	41.	Dewalt Street	W. Montgomery Road to IH 45	Add Dewalt Street between W. Montgomery Road to IH 45 as a Minor Collector (MN-2-60)
	42.	De Priest Street	De Walt Street to W. Montgomery Road	Add De Priest Street between De Walt Street and W. Montgomery Road as a Minor Collector (MN-2-60)
	43.	De Soto Street	Antoine Drive to Wheatley Street	Add De Soto Street between Antoine Drive and Wheatley Street as a Minor Collector (MN-2-60)

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	<i>ID</i>	<i>Street Name</i>	<i>Street Segment</i>	<i>Amendment Request</i>
	44.	Creekmont Drive	Antoine Drive to Wheatley Street	Add Creekmont Drive between Antoine Drive and Wheatley Street as a Minor Collector (MN-2-60)
	45.	Mangum Road	W. 43rd Street to Creekmont Drive	Add Mangum Road between W. 43rd Street and Creekmont Drive as a Minor Collector (MN-2-60)
	46.	Oak Forest Drive	W. 34th Street to Pinemont Drive	Add Oak Forest Drive between W. 34th Street and Pinemont Drive as a Minor Collector (MN-2-60)
	47.	Wakefield Drive/ 38th Street	TC Jester Boulevard to Yale Street	Add Wakefield Drive between TC Jester Boulevard and Yale Street as a Minor Collector (MN-2-60)
	48.	Alba Road	W. 43rd Street to IH 610	Add Alba Road between W. 43rd Street and IH 610 as a Minor Collector (MN-2-60)
	49.	Victoria Drive	Yale Street to IH 45	Add Victoria Drive between Yales Street and IH 45 as a Minor Collector (MN-2-60)
	50.	Stokes Street	Airline Drive to Fulton Street	Add Stokes Street between Airline Drive and Fulton Street as a Minor Collector (MN-2-60)

BACKGROUND INFORMATION

The City along with Houston-Galveston Area Council (H-GAC), Metropolitan Transportation Authority of Harris County (METRO), and the Texas Department of Transportation (TxDOT) completed the Northwest Mobility Study in 2014 in a continued effort to advance the recommendations from the City Mobility Planning (CMP) Phase I (See the appendix for more information). The study area borders the historical Heights neighborhood to the south separated by IH 610 (West Loop) and IH 45 to the east, US 290 to the west and Beltway 8 to the north. The purpose of the study was to determine appropriate multi-modal solutions to address the near and long-term mobility needs of the Northwest study area.

Unlike other mobility studies conducted by the City which focus on transportation challenges in a more urban setting, much of the Northwest study area is characterized by lower residential densities and suburban development patterns resulting in a street network that is less grid-like with a greater level of disconnect. The study area is complicated by having two jurisdictional boundaries. The northern portion of the study area is located in Harris County and in the Houston's extraterritorial jurisdiction (ETJ). The southern portion is located within the corporate limits of the city.

The Houston-Galveston Area Council (H-GAC) estimates that between 2010 and 2035, the population within the Northwest study area will increase from approximately 260,000 to 314,000 or 21%. During the same period, the total number of jobs is expected to increase from 86,500 to 143,000 or 66%.

PRELIMINARY REPORT

Northwest Population and Employment Projections

Year	Population	Population Density (Persons/Acre)	% Change	Jobs	Job Density (Jobs/Acre)	% Change
2010	258,846	5.8	-	86,516	1.9	-
2018	278,914	6.2	7.8%	122,488	2.7	41.6%
2025	292,759	6.6	5.0%	128,170	2.9	4.6%
2035	314,365	7.0	7.4%	143,288	3.2	11.8%
Change (2010 to 2035)	55,519	1.2	21.4%	56,772	1.3	65.6%

Source: Demographic Projections by H-GAC

The Northwest study area consists of mostly Major Thoroughfares with a few Major Collectors designated on the MTFP. The lack of street continuation and connectivity of existing roadways is one of the largest challenges in the study area. Many of the Major Thoroughfares are not yet built and hence provide for a noted gap within the existing system of roadways. Future congestion of the network depends greatly on when and where these gaps are completed. This is particularly of concern as proposed corridors transition between the City of Houston and Harris County jurisdiction. Furthermore, White Oak Bayou presents a challenge to street connectivity especially where it intersects with major and local roadways. See appendix for corridor specific recommendations from the Northwest Mobility Study.

It is important to recognize that the MTFP looks beyond the mobility study boundaries and focuses on the regional network. It also looks at ways to adjust the existing corridors to better suit the needs of the communities. The recommendation for the Northwest is to focus on creating fully connected corridors.

The Northwest Mobility Study report can be found on the City's webpage:

<http://houstontx.gov/planning/mobility/CMP/Northwest-Mobility-Study>

Information about City Mobility Planning (CMP) can be found on the City's webpage:

<http://houstontx.gov/planning/mobility/cmp>

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**2015 Major Thoroughfare and Freeway Plan
Amendment Request:
Northwest: F-20 - F-50
New Minor Collectors**

2015 MTFP Amendment Requests

- Add

Realign

Remove
- Street Class

ROW Width

No. Lanes
- —●—

—X—

—■—

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2014 MTFP

- Freeway

Major Thoroughfare

Major Collector

Minor Collector

Transit Corridor Street
- Local Street

Railroad

Waterway

Park

Houston City Limit

Houston ETJ

County Boundary
- —+—

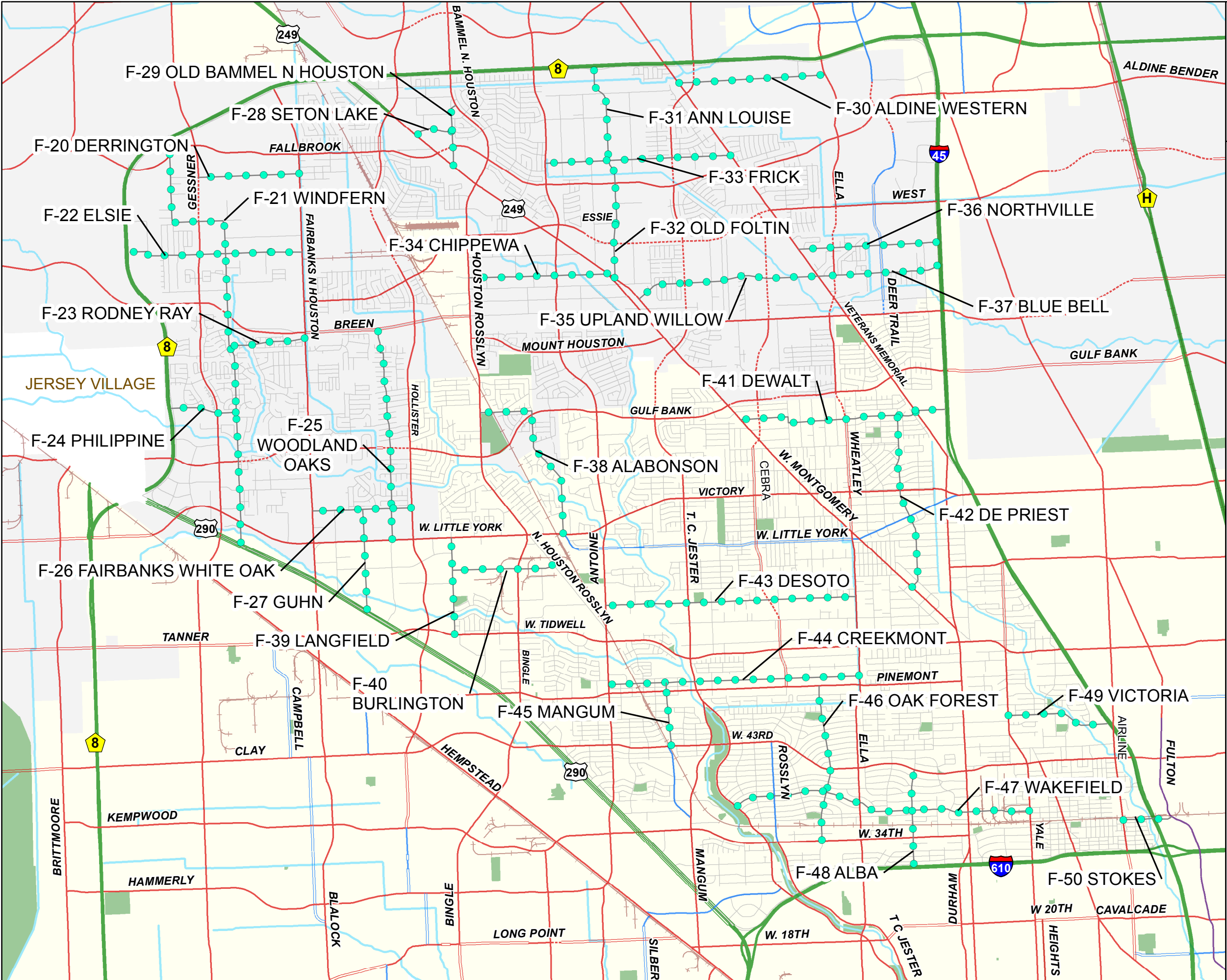
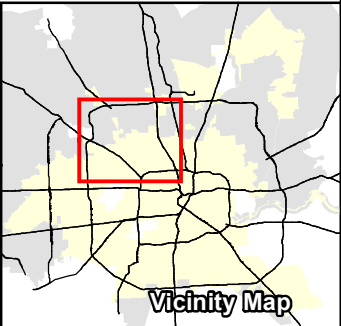
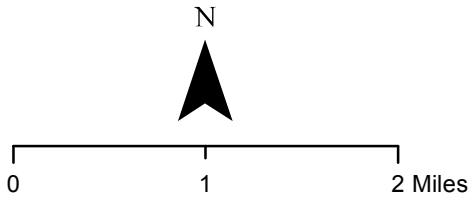
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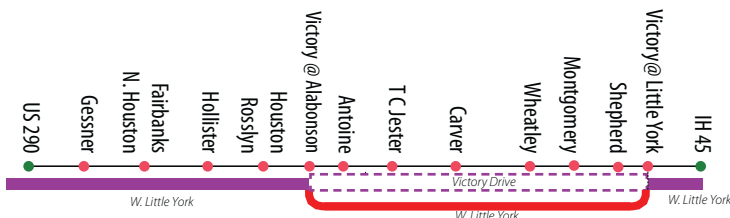
PRELIMINARY REPORT APPENDIX

- **Mobility Study Project Sheets**
- **City Mobility Planning**

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W Little York Road

Priority Elements



Existing Condition

W. Little York Road operates in conjunction with Victory Drive providing east-west connectivity from US 290 to IH 45. Where the corridor transitions to Victory Drive for enhanced regional traffic movement, W. Little York Drive provides an offset transition in parallel to the larger corridor for more localized traffic accessibility to various neighborhood amenities. Existing classifications include:

- US 290 to Fairbanks N. Houston: 4-lane **Major Thoroughfare** within a 100' right-of-way and a center turn lane from Gessner to Fairbanks N. Houston. Existing land use is a mix of industrial, commercial and undeveloped uses.

- Fairbanks N. Houston to IH 45: 6-lane **Principal Thoroughfare** divided by a median and operating in conjunction with Victory Drive. Existing land use is a mix of industrial, commercial and undeveloped parcels.

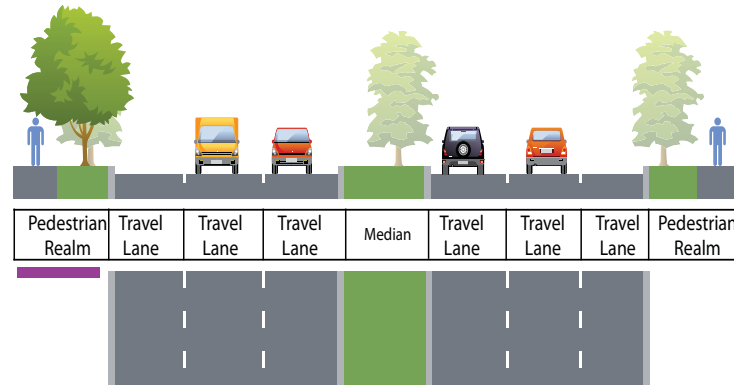
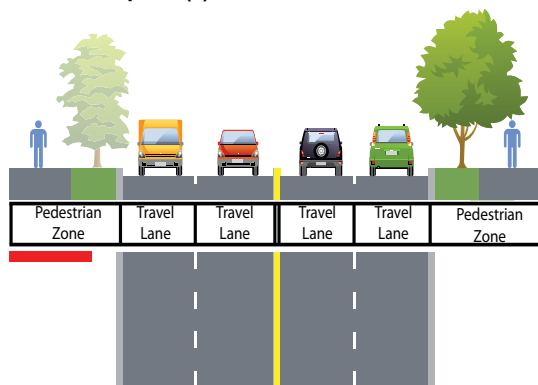
- Victory at Alabonson Road to Victory Drive at W. Little York: 4-lane undivided **Major Collector** with a 70' right-of-way. Land use along this portion of the corridor is mainly single-family residential and some multi-family parcel development. Five schools directly abut or are within the near vicinity of this portion of the corridor.

Identified Needs

The W. Little York and N. Shepherd Park and Rides are located west of US 290 and N. Shepherd Drive, respectively along the regional portions of W. Little York Road. The Acres Home Transit Center is located at the intersection of Wheatley/Montgomery/W Little York. Given the regional transit capacity filtering to these locations, a more localized service allows for increased access to area amenities.

Public comment indicated that pedestrian facilities are limited and are in need of general enhancement. Heavy truck traffic was also noted as a concern along the corridor, and considered a safety concern.

Possible Option(s):



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	P-6-100; C-4-70
Existing Counts Range	22,000-32,000	Future Volume Range	22,500-48,000
Right-of-Way	60'-100'	Proposed MMC	Suburban Avenue/Blvd
Median/CTL/Undivided	Median/Undivided	Median/CTL/Undivided	Median

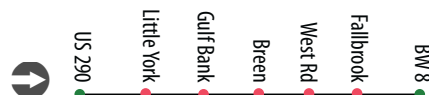
Future Vision

Due to project traffic volumes, W. Little York Road, in conjunction with Victory Drive, is recommended to be classified as a 6-lane **Principal Thoroughfare** for the entirety of the corridor not currently classified as a Major Collector. For increased access management and preservation of the median where it currently exists, the provided segments are also recommended to be designated as a **Suburban Boulevard**. The portion classified as a **Major Collector** is recommended to remain as 4-lanes, and proposed as a **Suburban Avenue** given size of lots and setbacks associated with land use directly abutting the roadway. The addition of a bicycle facility along the segment designated as Major Collector is not proposed due to constrained right-of-way; however, the corridor east of Victory is proposed as bike facility in conjunction with Victory Drive recommendations.

*Recommended Local Bus Facility. A bicycle facility is recommended on Victory Drive, however, a gap along the corridor is noted from Victory at W. Little York Drive to IH 45. (See Chapter VII. Outcomes for more information).

Fairbanks N Houston

Priority Elements



Existing Condition

Fairbanks N. Houston is a 4-lane divided **Major Thoroughfare**, and is one of the only existing corridor that provides existing connections built from US 290 to Beltway 8. Sidewalks are nonexistent along the length of the corridor, and bicycle facilities do not exist. Between Beltway 8 and Fallbrook the corridor provides access to a relatively large commercial land use. North of Breen, the corridor is mainly flanked by industrial, agricultural and undeveloped parcels. A more residential land use is evident south of Breen to Gulf Bank.

Identified Needs

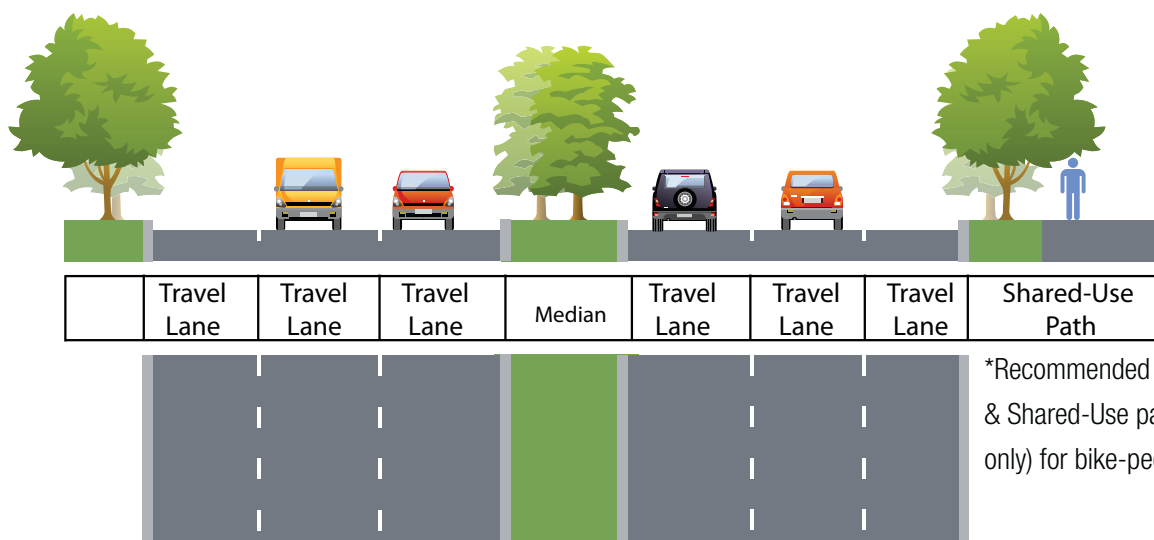
In the near-term, north-south vehicular traffic will continue to depend heavily on Fairbanks N. Houston given the segment of Hollister Road, south of Fallbrook Drive, is pending development and not yet built. As provided by future traffic volume results, even with the build out of certain segments of Hollister, vehicular traffic along this corridor is still anticipated to increase. To alleviate congestions, Harris County has installed a fiber optic traffic signal communication system along the corridor providing for more efficient coordination of signal timings between intersections. As a result, traffic flows have improved for near-term congestion concerns.

Future Vision

Provided traffic volumes indicate Fairbanks N. Houston will continue to grow in importance for the movement of vehicular traffic north-south through the study area. As result, it is recommended the corridor be reclassified as 6-lane **Principal Arterial** within the currently designated 100' right-of-way. For continued access management and preservation of the median, the corridor is further recommended as a **Suburban Blvd**.

Finally, it is recommended that special attention be given to developing a viable pedestrian realm along the corridor to help improve and provide a higher range of mobility options for users within the local transportation network. Given the limited right-of-way, it is recommended that a **shared-use path**, which is a separated off-street bicycle facility, be designed along one side of the corridor to ensure a safe and robust facility for all users. Working with Harris County will be necessary for this corridor improvement, as well in conjunction with METRO to ensure a viable local bus facility options.

Possible Option(s):

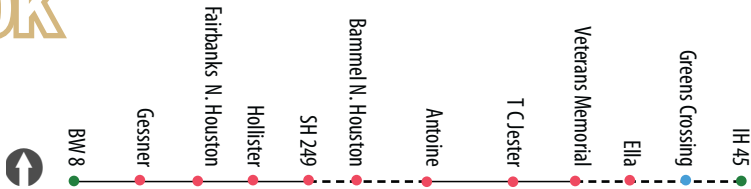


*Recommended Local Bus Facility & Shared-Use path (one-side only) for bike-ped movement.

EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	P-6-100
Existing Counts Range	35,200-37,000	Future Volume Range	36,000-49,000
Right-of-Way	100'	Proposed MMC	Suburban Boulevard
Median/CTL/Undivided	Median	Median/CTL/Undivided	Median

Fallbrook

Priority Elements



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	P-4-100
Existing Counts Range	2,000-16,000	Future Volume Range	12,000-38,000
Right-of-Way	100'	Proposed MMC	Suburban Boulevard
Median/CTL/Undivided	Median	Median/CTL/Undivided	Median

Existing Condition

Fallbrook Drive is an 4-lane east-west **Major Thoroughfare** with an existing median in a 100' right-of-way. Segments are currently not built and include: SH 249 to Old Bammel N Houston Rd, and Sweetbrook Dr. to IH 45.

The corridor serves a primarily single-family residential homes which directly abut the corridor. A small pocket of commercial-retail exists along the corridor's northwest segment near Beltway 8, and multi-family developments along the segment between SH 249 and Houston Rosslyn. The portion of the corridor from Bammel N. Houston Road to Sweetbrook Drive has sidewalks on both directions of travel, but the remainder of the corridor does not.

Identified Needs

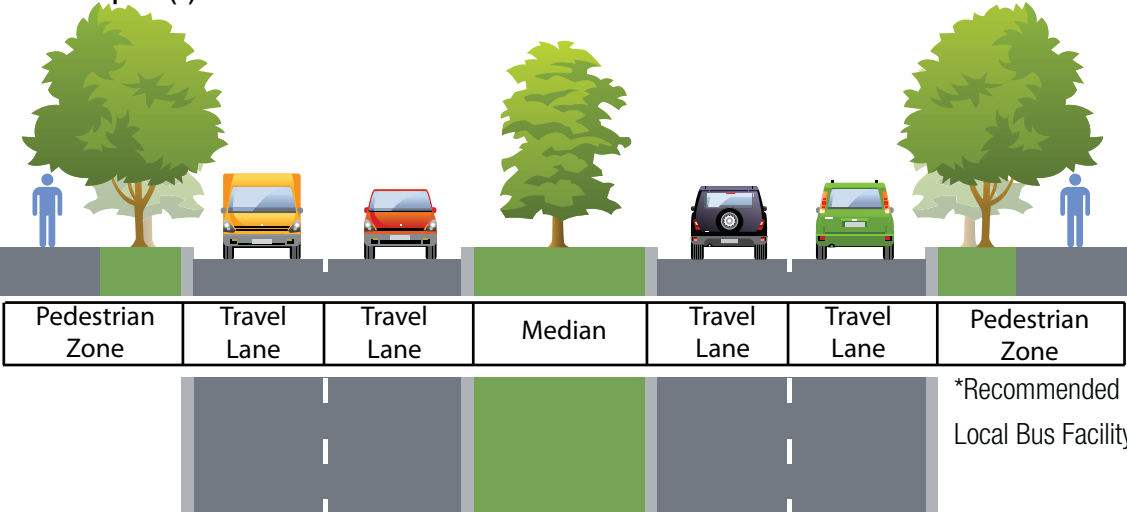
This corridor is seen as a priority corridor to be completed for both vehicular and pedestrian traffic from Beltway 8 to IH 45 by 2035. This connection is projected to gain over 10,000 vehicles on average for daily travel.

Future Vision

Based on projected traffic volumes, it is recommended Fallbrook Drive be reclassified as a 4-lane **Principal Thoroughfare** given the importance of the corridor for regional vehicular movement. Although future model volumes only indicate the need for a 4-lane cross section, the corridor provides an alternative to the Beltway and may warranted a 6-lane expansion depending on the inventory of development. Given current traffic volumes, the Beltway is only expected to increase making Fallbrook an attractive parallel alternative for vehicular movement. If the corridor were expanded to 6 lanes, it is anticipated the corridor would reach capacity due to latent demand.

Similarly, in preservation of the right-of-way Fallbrook's future design would be most suitable as a **Suburban Boulevard**. It is important to the corridor that pedestrian accommodations be provided to ensure safe movement along an otherwise busy roadway. A local bus facility is recommended for this corridor.


Possible Option(s):



*Recommended Local Bus Facility

State Highway 249

Priority Elements





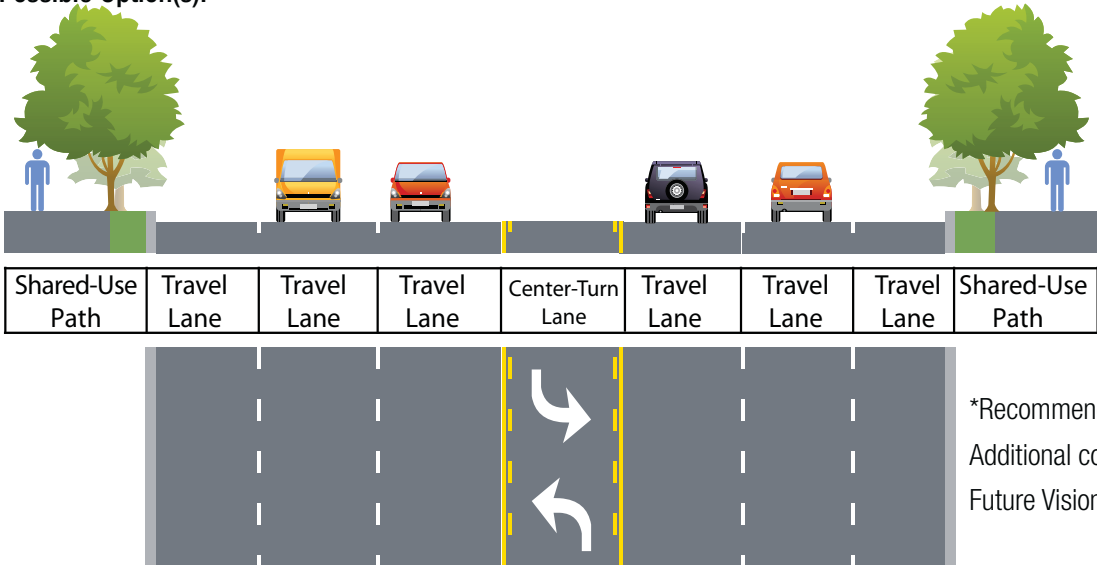
EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	6	MFTP Designation	P-6-180
Existing Counts Range	20,000-43,000	Future Volume Range	44,500-81,000
Right-of-Way	120'-180'	Proposed MMC	Suburban Boulevard
Median/CTL/Undivided	CTL	Median/CTL/Undivided	CTL

Existing Condition

State Highway 249 is a 6-lane **Principal Thoroughfare** with a center turn lane and 120'-180' of right-of-way connecting Beltway 8/Tomball Pkwy to SH 249/W Mt Houston Rd. The corridor acts as a vehicular highway and provides a connection to Breen Drive and Montgomery Drive for regional east-west and north-south connectivity, respectively.

Land use consists of commercial, industrial and some multi-family residential, as well as some undeveloped parcels.

Possible Option(s):



Identified Needs

Public comment, along with visual surveys conducted by the project team, showed there is a need for pedestrian facilities along the corridor. There are many man-made paths identifying a need for pedestrians and bicycle access between residences, businesses, and bus stops. Crossing SH 249 at intersections is difficult due to heavy through traffic, coupled with the non-pedestrian friendly design. Several intersections need to have further review of possible pedestrian enhancements including intersections with West Road, Antoine Drive and W. Mt Houston.

Future Vision

State Highway 249 focuses on the movement of automobiles through the study area, and as such is recommended to remain a 6-Lane **Principal Thoroughfare**. The corridor is further recommended to be classified as a **Suburban Blvd.**

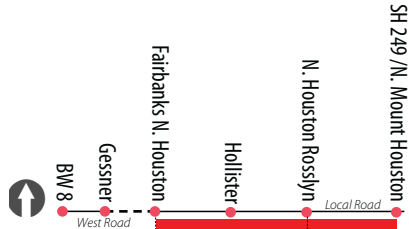
Given the exponential traffic demands anticipated along the corridor, it is recommended that a corridor level analysis, such as an access management or bus rapid transit study, be conducted. The intent of such analysis is to determine if certain corridor amenities such as High Frequency Transit and/or a raised median barrier with calculated access points, could potentially manage traffic flow in a way that would reduce congestion along the roadway.

It is recommended that a shared-use path or other separated bike facility, be explored with any other additional studies conducted along this corridor.

*Recommended High Frequency and Local Transit.
Additional corridor level analysis recommended; See Future Vision for more information.

Breen Drive

Priority Elements



Existing Condition

Breen Drive is currently built as a 2-lane road with open ditches and no pedestrian amenities. Breen Drive is classified on the MTFP as a 4-lane **Major Thoroughfare** to be widened from Fairbanks N. Houston Road to N. Houston Rosslyn Road within a 100' right-of-way. West of Fairbanks N. Houston the MTFP designation is proposed to be extended to what is today West Road which maintains the same MTFP designation. For portions of the corridor currently classified on the MTFP, use is largely industrial. East of N. Houston Rosslyn Road, however, the corridor is not designated on the MTFP and currently operates as a 2-lane street that is more suburban to rural in nature with a provided mix of land uses.

Identified Needs

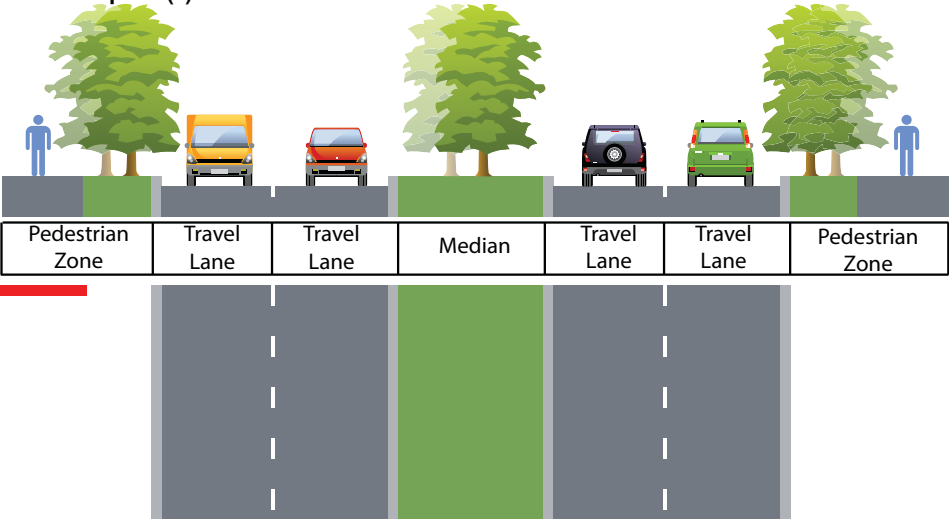
Stakeholders and the public alike noted the absence of sidewalks as a concern. The project team introduced the concept of a 3-lane or 4-lane cross section with sidewalks which was well received by the public.

Future Vision

Given the existing industrial use along the corridor, and anticipated traffic volumes, it is recommended Breen be built as a 4-lane **Major Thoroughfare** as currently designated on the MTFP. For continued system efficiency, the portion of the corridor currently classified as a local road, is also recommended to 4-lane **Major Thoroughfare** to SH 249. An esplanade, or raised median is also recommended for the portion of the corridor currently on the MTFP for increased access management of larger industrial vehicles. Given the existing and anticipated context, the length of the corridor is recommended to be classified an **Industrial Blvd** in preservation of the proposed median. Construction of sidewalks is recommended as there are presently none. A bicycle facility is currently not recommended for this corridor given anticipated heavy traffic volumes. Finally, the intersection of Breen Drive and SH 249 can benefit a redesign to streamline traffic movements.

EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	2	MTFP Designation	T-4-100
Existing Counts Range	9,000-18,000	Future Volume Range	18,000-35,500
Right-of-Way	60'-100'	Proposed MMC	Industrial Blvd.
Median/CTL/Undivided	Undivided	Median/CTL/Undivided	Median

Possible Option(s):



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W. Mount Houston

Priority Elements



Existing Condition

W. Mount Houston Road is a 4-lane divided **Major Thoroughfare** with a 100' right-of-way. The provided segment is relatively short providing connectivity between N. Houston Rosslyn and W. Montgomery Road. Historically seen as a major east-west connector, the functionality of the corridor is no longer accurate; Breen Drive, in conjunction with SH 249 is seen as the primary regional connector just north of W. Mount Houston. As a result, this portion of West Mount Houston currently carries loads more appropriately seen along residential streets.

Identified Needs

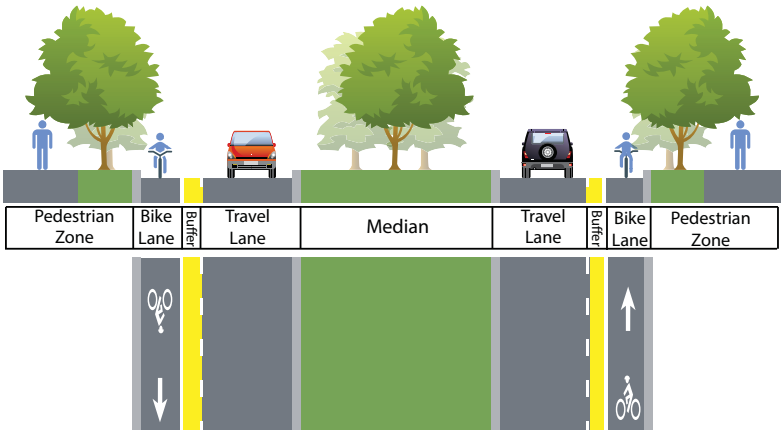
The corridor has the potential to accommodate safe and effective movement of bicycles along the corridor given the refocus of regional vehicular traffic from W. Mount Houston to Breen Road. The placement of the facility is intended to serve as a connector to local schools near the intersection of W. Mount Houston and W. Montgomery Road. Similarly, the provided corridor enhances access to Vogal Creek and Antoine Street, both of which are identified as essential gap connectors as depicted in **Chapter VII. Outcomes**. Sidewalks are also in need of repair.

Future Vision

Projected traffic volumes indicate 4-lanes of traffic are not warranted. As such, it is recommended W. Mount Houston west of SH 249 be downgraded on the MTFP from a Major Thoroughfare to a **Major Collector** with just 2-lanes for vehicular traffic. The remaining outside travel lanes are further recommended to be repurpose to accommodate buffered bike lanes. The multi-modal classification of this portion of the corridor could then be assigned as a **Suburban Street** with a historical median for the length of the corridor.

EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	C-2-100
Existing Counts Range	2,000-3,000	Future Volume Range	6,000-8,500
Right-of-Way	100'	Proposed MMC	Suburban Street
Median/CTL/Undivided	Undivided	Median/CTL/Undivided	Undivided

Possible Option(s):



Veterans Memorial Drive

Priority Elements





Existing Condition

Veterans Memorial Drive is classified on the MTFP as a 6-lane **Principle Thoroughfare** from IH 45 to SH 249 and a 4-Lane **Major Thoroughfare** SH 249/W. Mount Houston to Beltway 8. The corridor, however, is currently built as 4-lanes for its entirety from IH 45 to Beltway 8. South of SH 249, the corridor is divided by a median. North of SH 249 the corridor is undivided left turn lanes for added turning capacity where appropriate. From US 249 to BW 8, the corridor has open ditches flanking both sides of the roadway. Veterans Memorial Drive primarily consists of residential development and in many ways is a residential connector. Regional mobility is evident between IH 45 and BW 8.

Possible Option(s):

Identified Needs

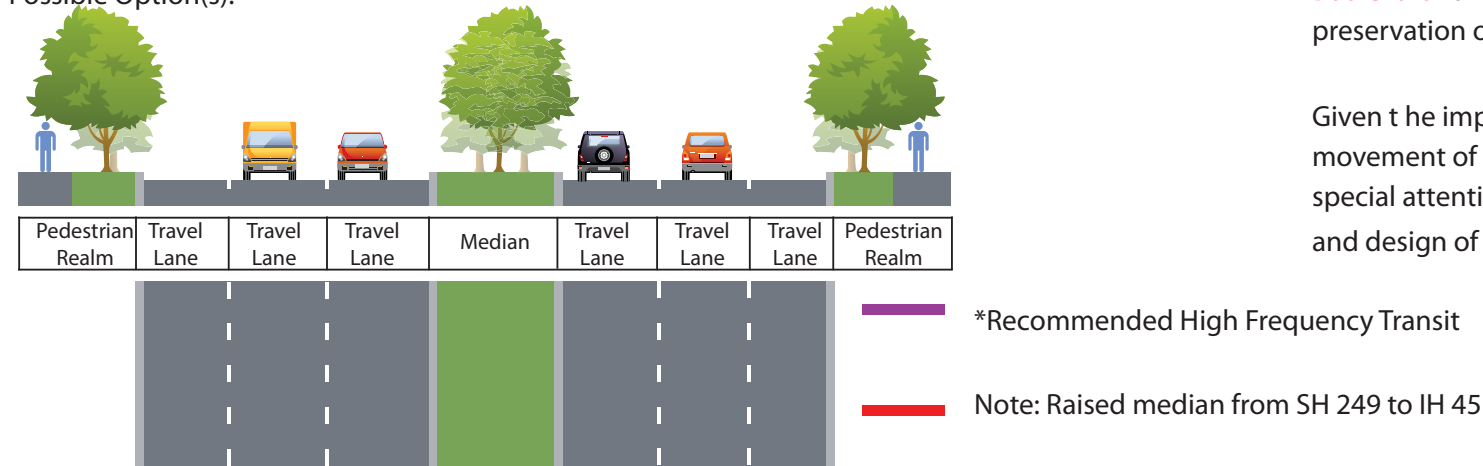
Traffic issues are present along the corridor and are apparent at certain intersections including IH 45, W Gulf Bank and SH 249. Specific mitigation tactics include a reassessment of signal timings as well as potential widening of problem intersections for added turning lane capacity where appropriate. The N. Shepherd Park and Ride is located at the terminus of Veterans Memorial and N. Shepherd Drive providing regional transit access to area residents which should be accommodated within the greater network. Creating a connected pedestrian zone along Veterans Memorial Drive is necessary as the corridor continues to develop.

Future Vision

Veterans Memorial serves commuting traffic traveling to and from downtown, other destinations and other neighborhoods. Future traffic projections indicate multiple segments along the corridor from IH 45 to Beltway 8 greatly surpass anticipated traffic volumes of 33,000 or more. As such, Veterans Memorial Drive is recommended to be reclassified and widened to a 6-lane **Principal Thoroughfare** for its entirety. The provided recommendation is intended to increase the corridor’s overall carrying capacity characteristic of projected volumes for the corridor. With the high number of commuters it is further recommended as a **Suburban Boulevard** for increased access management and preservation of the median.

Given the importance of the corridor for local movement of the pedestrian user to Transit, special attention should be given to the best use and design of the pedestrian realm.

EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4-6	MTFP Designation	P-6-100
Existing Counts Range	18,000-28,000	Future Volume Range	29,000-49,000
Right-of-Way	100'	Proposed MMC	Suburban Boulevard
Median/CTL/Undivided	Median/CTL	Median/CTL/Undivided	Median/CTL



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Rosslyn Road

Priority Elements



Existing Condition

Rosslyn Rd is classified on the MTFP as a 4-lane undivided **Major Collector** with an 80' right-of-way from Judiway Street to W. 43rd Street. Currently the corridor is built as a 2-lane undivided road flanked on either side by open ditch. A sidewalk directly abuts the corridor along the western edge of the corridor, but the eastern edge is separated from traffic by the existing ditch. North of W. 43rd Street, the corridor is not classified on the MTFP and terminates into a residential neighborhood north of Candlelight Place Drive.

North of Pinemont Dr., Rosslyn Road is classified as a **Major Thoroughfare**. Land use along the corridor is low-density residential with a number of undeveloped parcels. North of SH 249, the corridor is proposed to extend across Halls Bayou and intersect the proposed extension of West Road. Undeveloped parcels appear more evident, as do industrial uses and multi-family developments.

Possible Option(s):

Identified Needs

Rosslyn Road is a continuation of E. TC Jester Boulevard. North of W. 34th Street, vehicular capacity is reduced as the corridor transitions from a 4-lane boulevard to a 2-lane residential collector. Special attention should be provided to accommodate left and right-hand turns at W. 34th and 43rd Street.

North of 43rd Street, the corridor is classified as a **Local Road**, and terminates north of Candlelight Place Drive where an approximate 100' length of corridor was abandoned. North of Pinemont Drive, the MTFP alignment is in tact and classified as a 2-lane **Major Thoroughfare** with a 70' right-of-way way and a 4-lane **Major Thoroughfare** 100' right-of-way south and north of W. Gulf Bank Road, respectively. Constant name changes along the corridor cause unnecessary confusion, and is more approximately identifiable as a single corridor within the greater network given much of the corridor is pending development.

EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	2	New MTFP Designation	C-2-80; C-4-80
Existing Counts Range	11,500-17,700	Future Volume Range	12,000
Right-of-Way	80'	Proposed MMC	Suburban Avenue
Median/CTL/Undivided	Undivided	Median/CTL/Undivided	Undivided

Future Vision

Projected traffic volumes indicate that some portions of the corridor may not warrant 4-lanes of traffic while others segments do. Given the provided corridor serves mainly low-density residential land uses, it is recommended to be classified as a **Suburban Avenue**. Similarly, for increased flexibility and added multi-modal capacity of vehicular lanes, the following variations along the corridor are recommended including:

- Judiway to 43rd St: 2-lane **Major Collector** with an 80' right of way. Bike facilities should be maintained for increased residential access. Appropriate facility type should be explored where right-of-way is available.
- 43rd St to Candle Light Place: 2-lane **Minor Collector** given lack of continued vehicular connectivity. Potential easement consideration for bike and pedestrian traffic should be considered for the 100' length of abandoned roadway.

North of Pinemont Dr., the corridor provides an alternative north-south connection between Ella and T.C. Jester which are both projected to carry significant future traffic volumes. To accommodate such traffic, recommendation includes:

- Pinemont to W. Gulf Bank: 4-Lane **Major Collector** with a 80' right-of-way as currently designated.
- W. Gulf Bank to West Rd: 4-lane **Major Collector** with 80' right-of-way

N Houston Rosslyn Road

Priority Elements



Existing Condition

N. Houston Rosslyn Road is a 6-lane divided **Principal Thoroughfare** that operates in conjunction with Bingle Road from W. Little York to Beltway 8. The portion of N. Houston Rosslyn Road from W. Little York Road to Antoine Drive is currently not on the MTFP and is best classified as a **Local Street**. Land use along the corridor is primarily industrial with undeveloped and agricultural parcels directly abutting the corridor.

Identified Needs

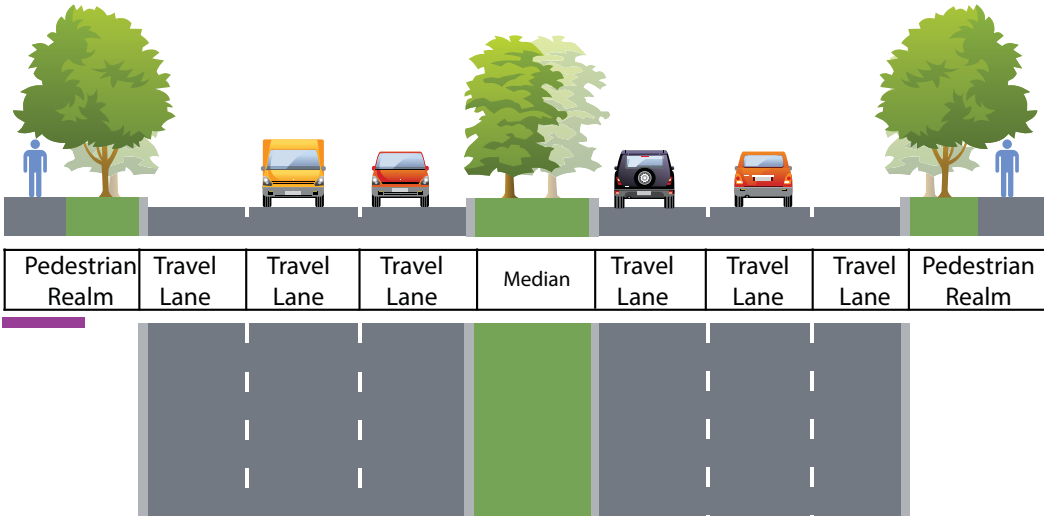
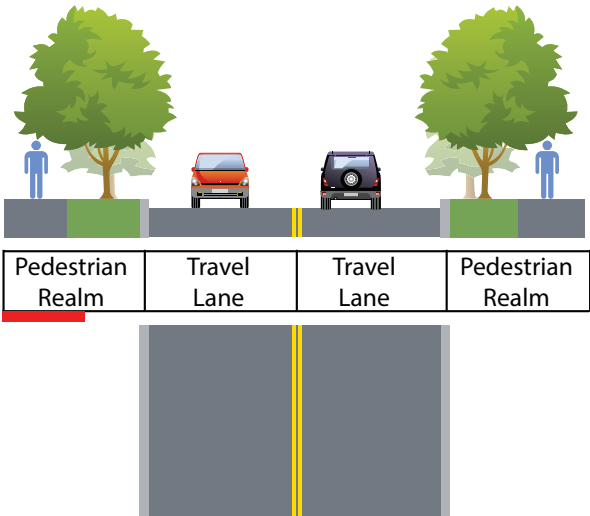
The portion of N. Houston Rosslyn Road from Antoine Drive to W. Little York is not on the MTFP, but maintains the same land use type as the portion currently classified. As a predominately industrial corridor, larger lane widths and turning radii are needed to accommodate larger freight-trucking movements. Public comment for this corridor reinforced the need of the corridor to maintain a well-developed sidewalk network. Although transit is considered a priority for the corridor, the public expressed a desire for future use and development of the pedestrian realm.

EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	2; 6	MTFP Designation	C-2-60; P-6-100
Existing Counts Range	6,000-12,000; 30,000-38,000	Future Volume Range	9,000-16,000; 32,000-42,000
Right-of-Way	100'	Proposed MMC	Industrial Blvd/Street
Median/CTL/Undivided	Median/Undivided	Median/CTL/Undivided	Median/Undivided

Future Vision

It is recommended Houston N. Rosslyn Road maintain its current 6-lane **Principal Thoroughfare** designation from W. Little York to Beltway 8 given anticipated traffic loads of 30,000 or more in consistent functionality with Bingle Road. Similarly, based on network analysis, the small segment of corridor connecting to Antoine Drive demonstrates a significant load of existing and projected traffic volumes. As such, it is recommended that this segment be added to the MTFP as a **Minor Collector**. In preservation of the median, it is further recommended to be classified as an **Industrial Boulevard** north of W. Little York. For consistency in relation to the corridor's land use south of W. Little York, the corridor is recommended as an **Industrial Street**.

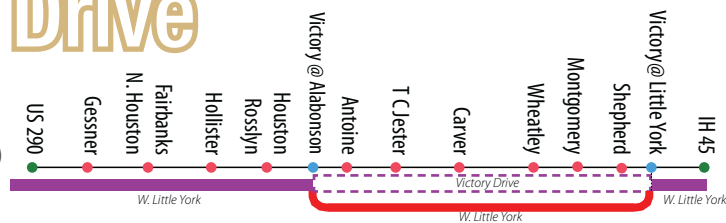
Possible Option(s):



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Victory Drive

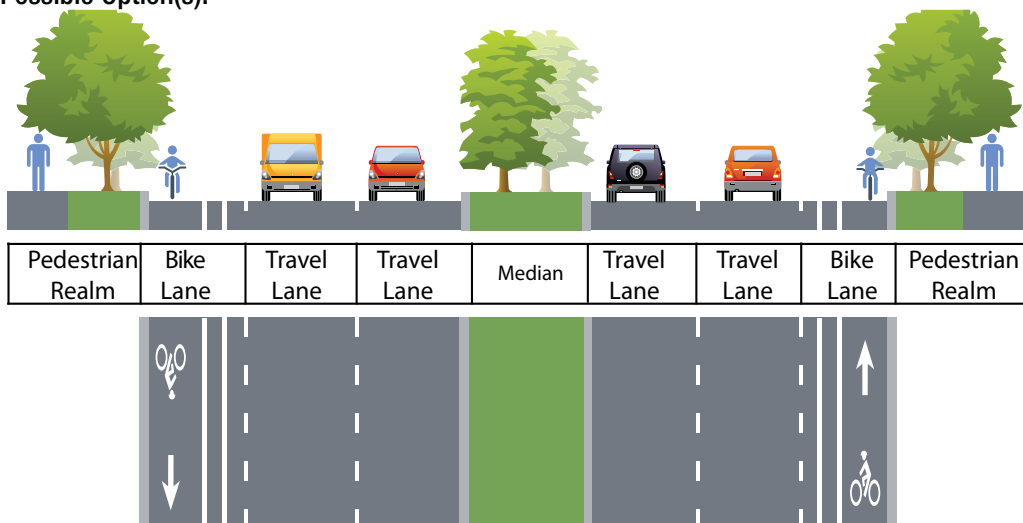
Priority Elements



Existing Condition

Victory Drive is classified as a divided 6-lane **Principal Thoroughfare** with 100' right-of-way on the MTFP. The corridor provides east-west connectivity in conjunction with W. Little York Road as a continuous 6-lane Principal Thoroughfare classification from US 290 to IH 45. Currently, Victory Drive is built as 4-lanes with a divided median, sidewalks and a planting strip along most portions of the roadway. Land use that fronts Victory Drive is predominately low-density residential with undeveloped parcels. Victory Drive crosses White Oak Bayou, and has the potential for a trail connection with future improvements proposed with the Bayou Greenways. Bicycle facilities are not present along the corridor.

Possible Option(s):



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EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	P-4-100
Existing Counts Range	32,000	Future Volume Range	32,500-48,000
Right-of-Way	100'	Proposed MMC	Suburban Boulevard
Median/CTL/Undivided	Median	Median/CTL/Undivided	Median

Identified Needs

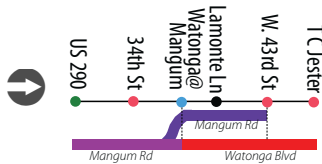
Intersection delays and associated congestion were identified as a major issue along the corridor. Truck traffic as the primary concern where community residents noted the corridor as more residential in use and not appropriate for larger freight movements. Connections to the White Oak Bayou trail from Victory Drive are needed to facilitate the movement of pedestrians to this trail.

Future Vision

Victory Drive and W. Little York Road - between Victory at Alabonson and Victory at W. Little York - currently maintain four existing lanes of traffic, and as such provide eight lanes of combined east-west vehicular capacity. Based on this understanding, it is recommended Victory Drive be classified as a 4-lane **Major Thoroughfare** within this provided segment. To assist with continued access management, it is recommended the provided esplanade be preserved and corridor classified as a **Suburban Boulevard**. The provided boulevard classification is also intended to reflect the residential nature of the corridor with building setbacks located further from the road. A bike facility is also recommended along this segment and is intended to provide needed connections to the White Oak Bayou trail system as well as access across IH 45. To ensure ample safety of the user, the proper bicycle facility type is best determined during the design and engineering phase of corridor improvements. Given the associated context, special attention should be provided at intersections for increased capacity of turning movements as

Mangum Rd & Watonga Blvd

Priority Elements



Existing Condition

Mangum Road and Watonga Boulevard are contiguous corridors that together form a continuous 4-lane, divided **Major Thoroughfare** with a 100' right-of-way from US 290 to TC Jester. At the Mangum-Watonga junction, regionally traffic utilizes Watonga Blvd north to TC Jester. Similarly, Mangum Road transitions to a 4-lane **Major Collector** with a 60' right-of-way. Although classified as 4-lanes, a portion of the collector from the Watonga-Mangum junction to Lamonte Lane is currently built as a 2-lane corridor with a continuous center-turn lane. Sidewalks are provide along both segments of corridor variation. Transit is not available on Mangum Road or Watonga Boulevard.

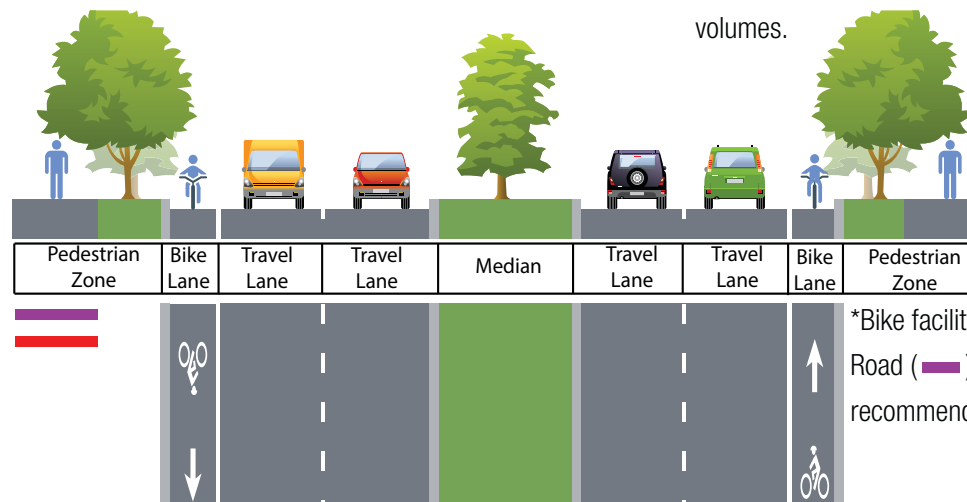
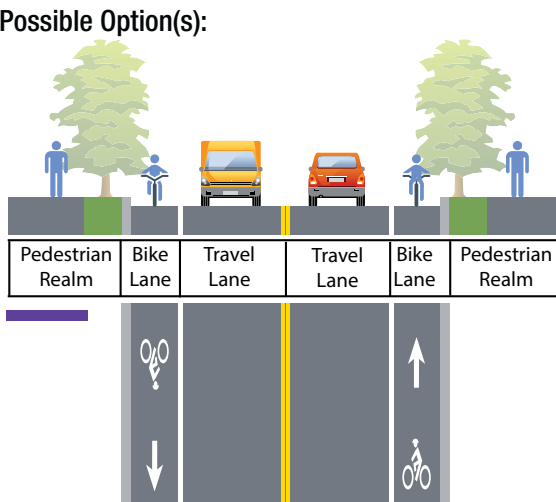
Identified Needs

The intersection of W. 43rd and Watonga Boulevard was noted by the public as a dangerous intersection and where a safer design of the left turn lane was requested. Another need assessed through public input was the general enhancement of pedestrian facilities up to the intersection at TC Jester for enhanced accessibility of the White Oak Bayou Trail connection.

Future Vision

Where Mangum Road and Watonga Blvd form a continuous corridor, projected traffic volumes justify the current **Major Thoroughfare** designation on the MTFP. The multi-modal classification of **Urban Boulevard** is recommended for this same strip of corridor in preservation of the median and increased access management. For the more localized section of Mangum Road to W. 43rd Street, the corridor is recommended as a **Minor Collector** and as an **Urban Street** given the lower traffic volumes associated with a more dense, residential street. Given the residential nature of both segments of corridor, an enhanced pedestrian realm should be prioritized for the corridor. A bike facility along Mangum Road is recommended given the more residential nature of the corridor as well as reduced traffic speeds and lower traffic volumes.

Possible Option(s):



*Bike facility recommended along Mangum Road (—); a bike facility is not currently recommended along Watonga Blvd (—).

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Rosslyn Road

Priority Elements



Existing Condition

Rosslyn Rd is classified on the MTFP as a 4-lane undivided **Major Collector** with an 80' right-of-way from Judiway Street to W. 43rd Street. Currently the corridor is built as a 2-lane undivided road flanked on either side by open ditch. A sidewalk directly abuts the corridor along the western edge of the corridor, but the eastern edge is separated from traffic by the existing ditch. North of W. 43rd Street, the corridor is not classified on the MTFP and terminates into a residential neighborhood north of Candlelight Place Drive.

North of Pinemont Dr., Rosslyn Road is classified as a **Major Thoroughfare**. Land use along the corridor is low-density residential with a number of undeveloped parcels. North of SH 249, the corridor is proposed to extend across Halls Bayou and intersect the proposed extension of West Road. Undeveloped parcels appear more evident, as do industrial uses and multi-family developments.

Possible Option(s):

Identified Needs

Rosslyn Road is a continuation of E. TC Jester Boulevard. North of W. 34th Street, vehicular capacity is reduced as the corridor transitions from a 4-lane boulevard to a 2-lane residential collector. Special attention should be provided to accommodate left and right-hand turns at W. 34th and 43rd Street.

North of 43rd Street, the corridor is classified as a **Local Road**, and terminates north of Candlelight Place Drive where an approximate 100' length of corridor was abandoned. North of Pinemont Drive, the MTFP alignment is in tact and classified as a 2-lane **Major Thoroughfare** with a 70' right-of-way way and a 4-lane **Major Thoroughfare** 100' right-of-way south and north of W. Gulf Bank Road, respectively. Constant name changes along the corridor cause unnecessary confusion, and is more approximately identifiable as a single corridor within the greater network given much of the corridor is pending development.

EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	2	New MTFP Designation	C-2-80; C-4-80
Existing Counts Range	11,500-17,700	Future Volume Range	12,000
Right-of-Way	80'	Proposed MMC	Suburban Avenue
Median/CTL/Undivided	Undivided	Median/CTL/Undivided	Undivided

Future Vision

Projected traffic volumes indicate that some portions of the corridor may not warrant 4-lanes of traffic while others segments do. Given the provided corridor serves mainly low-density residential land uses, it is recommended to be classified as a **Suburban Avenue**. Similarly, for increased flexibility and added multi-modal capacity of vehicular lanes, the following variations along the corridor are recommended including:

- Judiway to 43rd St: 2-lane **Major Collector** with an 80' right of way. Bike facilities should be maintained for increased residential access. Appropriate facility type should be explored where right-of-way is available.
- 43rd St to Candle Light Place: 2-lane **Minor Collector** given lack of continued vehicular connectivity. Potential easement consideration for bike and pedestrian traffic should be considered for the 100' length of abandoned roadway.

North of Pinemont Dr., the corridor provides an alternative north-south connection between Ella and T.C. Jester which are both projected to carry significant future traffic volumes. To accommodate such traffic, recommendation includes:

- Pinemont to W. Gulf Bank: 4-Lane **Major Collector** with a 80' right-of-way as currently designated.
- W. Gulf Bank to West Rd: 4-lane **Major Collector** with 80' right-of-way

W 43rd Street

Priority Elements

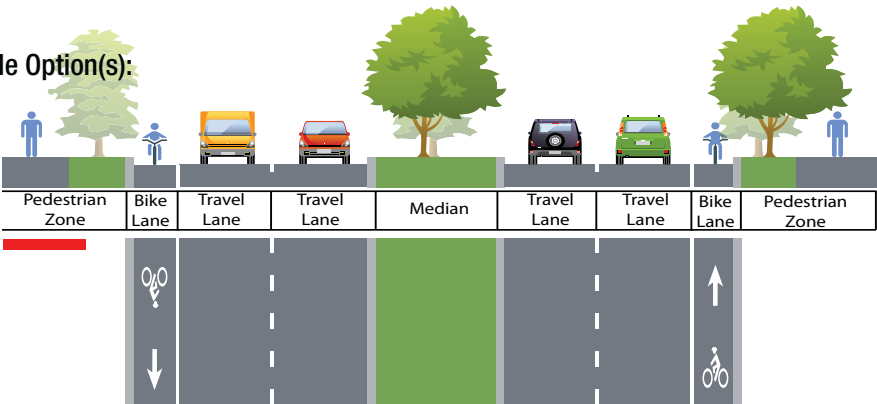


Existing Condition

W 43rd Street is a **Major Thoroughfare** that provides the first continuous east-west corridor north of IH 610 with access across US 290 and IH 45. Its existing cross sections include:

- US-290 to TJ Jester: 4-lane 100’ right-of-way road with a median and bike lanes and sidewalks separated by a small planting strip flanking both sides of the corridor in 100’ right-of-way. Land use is predominately single-family residential with short lot faces.
- TC Jester to Ella Blvd: 4-lane 80’-90’ right-of-way road with a median but no bike lanes. From Oak Forest Drive to Ella Blvd, a center turn lane functions in place of the raised median. The land uses along the corridor also transition to a mix of retail-commercial properties with short-faced parking lots, institutional facilities and multi-family housing.
- Ella Blvd to Shepherd: 4-lane 60’ right-of-way road with no median and sidewalks flanking both sides of the road; land use is single-family residential properties with lot faces fronting the street.

Possible Option(s):



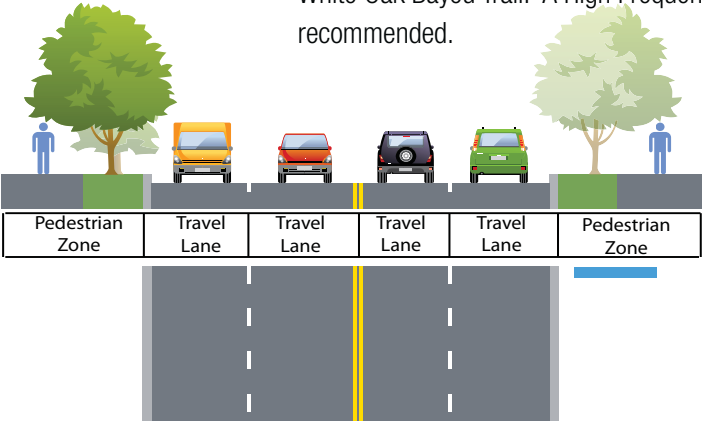
Identified Needs

Two elementary schools and one junior high directly abut W. 43rd Street between E. TC. Jester Blvd and Main Street, just west of Ella Blvd. Traffic speeds along the corridor, especially near school facilities, was expressed as a concern by the public. Residents expressed a desire for traffic calming treatments such as speed bumps, raised-midblock crossings for pedestrians, and pedestrian beacons during peak pickup and drop-off hours. A below-grade crossing at the TC Jester bridge for the multi-use trail was another idea expressed by residents. Intersections in need of improved pedestrian crossings included Oak Forest Drive and Ella Boulevard.

Future Vision

Due to projected traffic volumes, length and provided east-west connectivity provided by the corridor, it is recommended W. 43rd Street remain a 4-lane **Major Thoroughfare**. As the corridor develops, it is recommended to develop as an **Urban Blvd** characteristic of short block faces and median for continued access management of vehicular traffic. Multi-modal considerations are restricted by a limited right-of-way:

- US 290 to Ella: 90 - 100’ right-of-way is recommended allowing for a more robust pedestrian realm and expanded on-street bicycle facility appropriate for a high-speed corridor. Where medians are present, pedestrian refuges should be installed especially near schools.
- Ella to Shepherd: 70’ right-of-way with a bike facility extended east of TC Jester for increased connectivity to bike facilities on Crosstimbers. The provided facility is intended to connect bicycle traffic to neighborhood amenities, schools and the White Oak Bayou Trail. A High Frequency Transit facility is also recommended.



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	T-4-70; T-4-90/100
Existing Counts Range	11,800-15,300	Future Volume Range	17,000-32,000
Right-of-Way	60’-100’	Proposed MMC	Urban Blvd
Median/CTL/Undivided	Median/CTL	Median/CTL/Undivided	Median/CTL

*Recommended High Frequency Transit & Bike Facility. Bike Route may be warranted where right-of-way is constricted between Ella and Shepherd. However, further evaluation for desired level of safety should be evaluated.

W Tidwell Road

Priority Elements



Existing Condition

W. Tidwell Road is a 4-lane divided **Major Thoroughfare** with 80'-100' of right-of-way that provides east-west connectivity from US 290 to IH 45. The White Oak Bayou Trail crosses W. Tidwell Road directly west of TC Jester Blvd. Sidewalks are fairly consistent throughout the corridor, but pedestrian facilities across bridges are lacking. Presently, no bicycle facility exists along the corridor. Transit exists along the corridor with the exception of Wheatley Street to Shepherd Drive where existing transit is routed to Pinemont.

Land use along the corridor is mainly residential and commercial with most of the commercial-retail properties east of Shepherd Drive. Heavy multi-family use is evident west of Antoine Drive to Bingle Road.

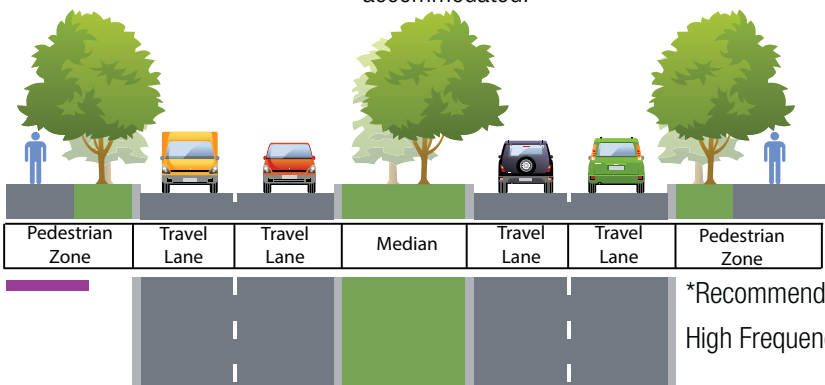
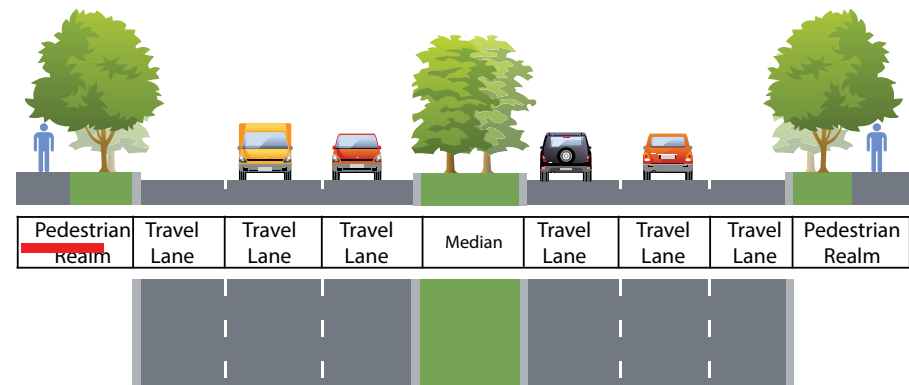
Identified Needs

Portions of W. Tidwell Road are projected to maintain volumes over 40,000 trips. However, these segments directly abut and provide access to regional highways, and are not characteristic along the length of the corridor. Comments from the public identified most intersections along the corridor as in need of safety and efficiency improvements. Specific intersections of concern those directly adjacent to US 290. In addition to these improvements, connecting sidewalk gaps through the undeveloped segments of the corridor is important to residents and stakeholders. The project team also noted the need for safe connections to the White Oak Bayou Trail and sidewalks across area bridges.

Future Vision

The 4-lane divided **Major Thoroughfare** designation of Tidwell Road is efficient for the current and projected use of the corridor, west of Shepherd. East of Shepherd to IH 45, 6-lanes are needed to meet the future traffic demands. In preservation of the median for continued access management, the corridor is recommended **Suburban Boulevard**. A High Frequency Transit route, given the continuous east-west connection through the study area and access to the Northline Station along METRO's Redline Light Rail, is recommended. As demonstrated on the final system maps provided in the next chapter, bike facilities are also recommended for a portion of the corridor providing needed connections to Ella/Wheatley facilities. Due to right-of-way constraints safe bike facilities between TC Jester and Ella/Wheatley may prove challenging, and should be explored for the best design option should bikes be accommodated.

Possible Option(s):

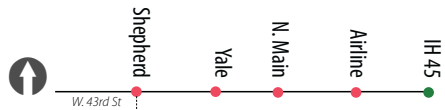


*Recommended High Frequency Transit

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W. Crosstimbers Street

Priority Elements



Existing Condition

W. Crosstimbers Street is currently a 4-lane divided **Major Thoroughfare** with an 80' right-of-way. It is also one of the few existing corridors within the study area with a designated bike lane. Crosstimbers is an east-west continuation of 43rd Street. Residences are the prominent development type along this small portion of the corridor.

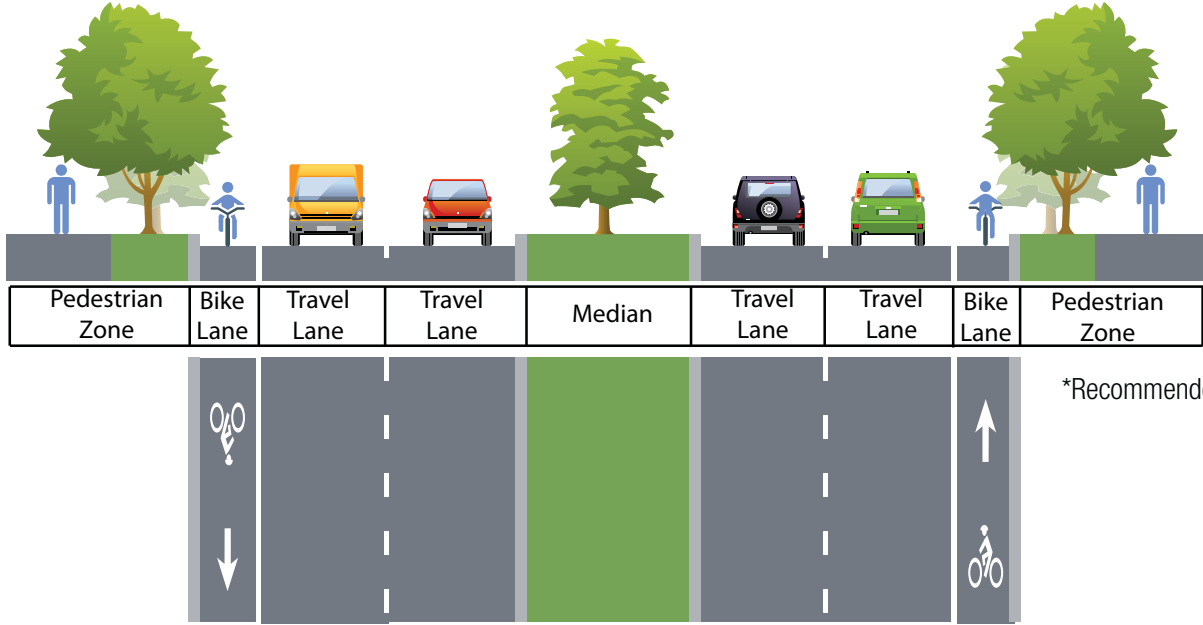
Identified Needs

Resident and stakeholders identified the preservation of the bike lane as a priority.

Future Vision

For consistency of the corridor and the continuation of 43rd Street as a primary east-west connector, it is recommended that W. Crosstimbers Street remain a **Major Thoroughfare** on the MTFP with an **Urban Boulevard** multi-modal classification. Similarly, the corridor is recommended to be expanded from an 80' to a 90' right-of-way providing additional space for a more robust bicycle lane and pedestrian zone. As a continuation of W. 43rd Street, a High Frequency Transit route is recommended along the corridor. With this addition, special attention should be given to enhancing the pedestrian realm.

Possible Option(s):



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	T-4-90
Existing Counts Range	16,400-18,300	Future Volume Range	25,000-42,000
Right-of-Way	80'	Proposed MMC	Urban Boulevard
Median/CTL/Undivided	Median	Median/CTL/Undivided	Median

*Recommended High Frequency Transit

Yale Street

Priority Elements



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	2-4	MTFP Designation	T-4-70/80
Existing Counts Range	6,500-15,500	Future Volume Range	20,500-35,500
Right-of-Way	60'-80'	Proposed MMC	Urban Avenue
Median/CTL/Undivided	Median/Und	Median/CTL/Undivided	Median/Und

Existing Condition

Yale Street is classified as a 4-lane **Major Thoroughfare** with an 80’ and 70’ right-of-way north and south of W. Crosstimbers Street, respectively. The corridor provides north-south connectivity through the study area from IH 45 and continue to IH 610 providing continued connection into the Height neighborhood. Existing corridor sections include:

- IH 45 to W. Hamilton St: 2-lanes undivided with sidewalk along some portions of the corridor and open ditches along certain vacant parcels. Land use is relatively undeveloped.
- W. Hamilton St to IH 610 is a 4-lane divided corridor, with medians and turn lanes. Sidewalk gaps are common along the corridor.

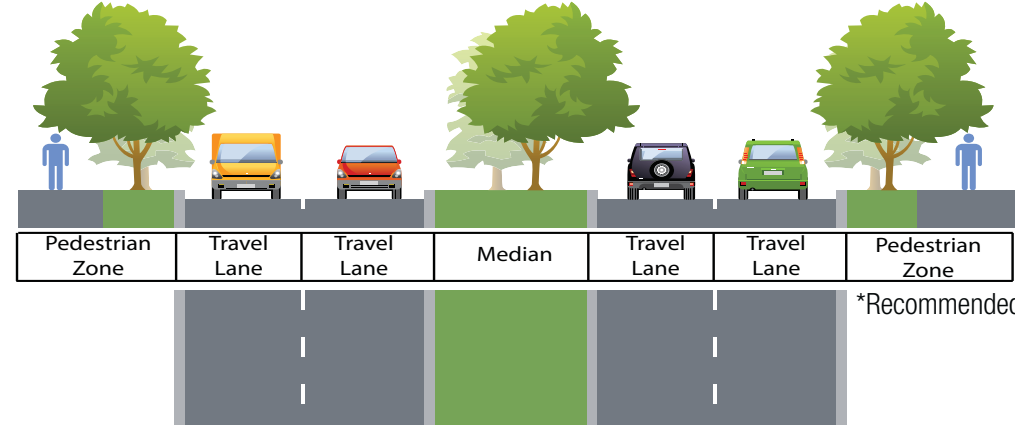
Identified Needs

Residents indicated that they view Yale Street as an auto-oriented corridor and feel unsafe to use or cross as a pedestrian or bicyclist. However, due to the location of the High School, making a safe and friendly pedestrian zone should be a priority of any future redevelopment. If developed correctly, students may utilize the pedestrian zone for safe access to and from school.

Future Vision

Yale Street is recommended to remain a 4-lane **Major Thoroughfare** on the MTFP classified as an **Urban Avenue** given the relative density and uses along the corridor. Additional focus should be placed on creating a pedestrian realm that is safe and friendly to accommodate local student traffic, and potential retail/commercial traffic.

Possible Option(s):



*Recommended Local Transit Route

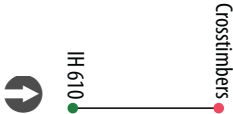
N Main Street

Priority Elements



Existing Condition

N. Main Street is a 4-lane undivided **Major Thoroughfare** with 70' of right-of-way from Crosstimbers Street to IH 610. Sidewalks flank both sides of the corridor and a pedestrian buffer is evident along some portion of the roadway. Locally, the corridor is known as “Church Row” and is seen as the community’s entrance to its economic hub.



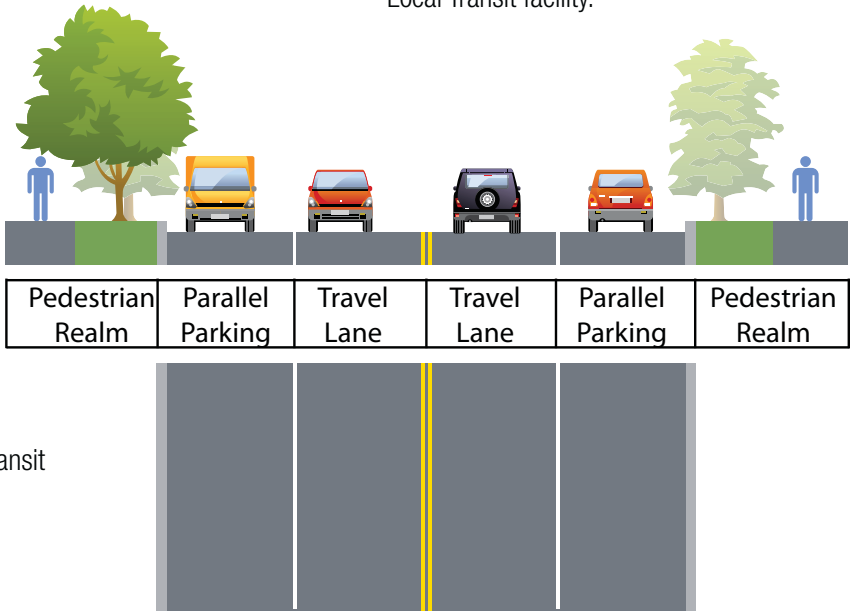
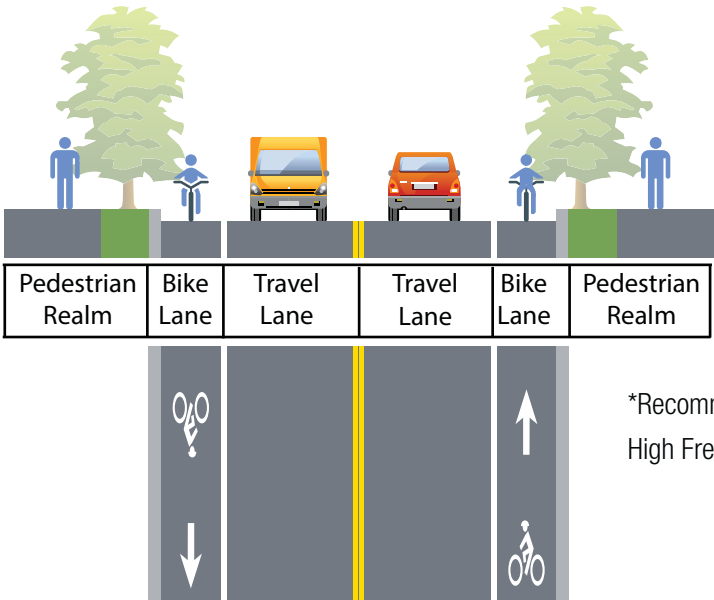
Identified Needs

Area residents see this corridor as a gateway into the neighborhood. The intersection of Crosstimbers and North Main is described as the area’s current and future economic hub. As such, residents would like to ensure that all users can get to this specific node - pedestrian and bicyclist, alike. Sidewalks are present on both sides of the corridor, but are not in favorable condition. Presently, no bicycle facility exists along the corridor, but the addition of one would provide a link within the areas fragmented bicycle network.

Future Vision

The multi-modal classification suitable to North Main Street is a **Urban Avenue**. Given the provided volumes expected for the future, the corridor does reserve some flexibility in design. To allow for maximum flexibility it is recommended that the MTFP be downgraded to a **Major Collector**, but maintain 4-lanes of potential through movement. In the interim, the two inner lanes may be reserved for automobile traffic; parking and bike facilities may be explored within the remaining pavement. However, this corridor provides direct access to the Heights Transit Center, and as such should be reserved as a High Frequency Transit and/or Local Transit facility.

Possible Option(s):



Windfern Road



Existing Condition

Windfern Road is currently 2-lane **Local Street** with a 60' right-of-way. Windfern is a north-south corridor that meanders from Beltway 8 and US 290. Volumes along this corridor are relatively low except for where the corridor intersects with US 290.

South of Gulf Bank Road, land use is a mix of undeveloped, industrial, and agricultural uses. Multi-family and single family residential uses are prominent north of Gulf Bank Road.

Identified Needs

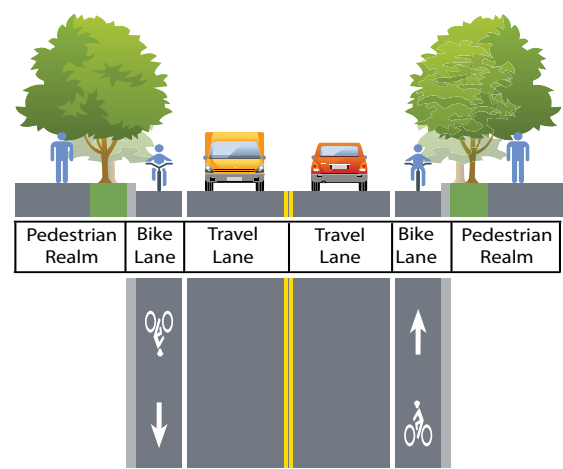
Fairbanks N. Houston and Gessner Road are recommended as primary north-south facilities. As such, Windfern Road provides an alternative for local traffic connectivity and circulation in the study area. As a slower-speed corridor, the facility offers a safe and alternative route for bicycle users not accustomed to interacting with high volumes of vehicular traffic as seen on Fairbanks N. Houston.

Future Vision

Windfern Road is recommended to be added to the MTFP as a **Minor Collector** in preservation of a 60' right-of-way characteristic of lower traffic volumes and increased alternative for local multi-modal route options. It is further recommended as a **Suburban Street** characteristic of larger lots with ample setbacks and relatively low densities. Given the lower traffic projected along the length of the corridor, a bicycle lane is recommended for increased north-south connectivity within the study area and greater bicycle network. Special attention should be given to creating a safe and friendly pedestrian realm to enhance internal and localized multi-modal use along the corridor.

EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	2	MTFP Designation	C-2-60/70
Existing Counts Range	9,000	Future Volume Range	10,000-16,000
Right-of-Way	60'	Proposed MMC	Suburban Street
Median/CTL/Undivided	Undivided	Median/CTL/Undivided	Undivided

Possible Option(s):



Mangum Rd & Watonga Blvd

Priority Elements



Existing Condition

Mangum Road and Watonga Boulevard are contiguous corridors that together form a continuous 4-lane, divided **Major Thoroughfare** with a 100' right-of-way from US 290 to TC Jester. At the Mangum-Watonga junction, regionally traffic utilizes Watonga Blvd north to TC Jester. Similarly, Mangum Road transitions to a 4-lane **Major Collector** with a 60' right-of-way. Although classified as 4-lanes, a portion of the collector from the Watonga-Mangum junction to Lamonte Lane is currently built as a 2-lane corridor with a continuous center-turn lane. Sidewalks are provide along both segments of corridor variation. Transit is not available on Mangum Road or Watonga Boulevard.

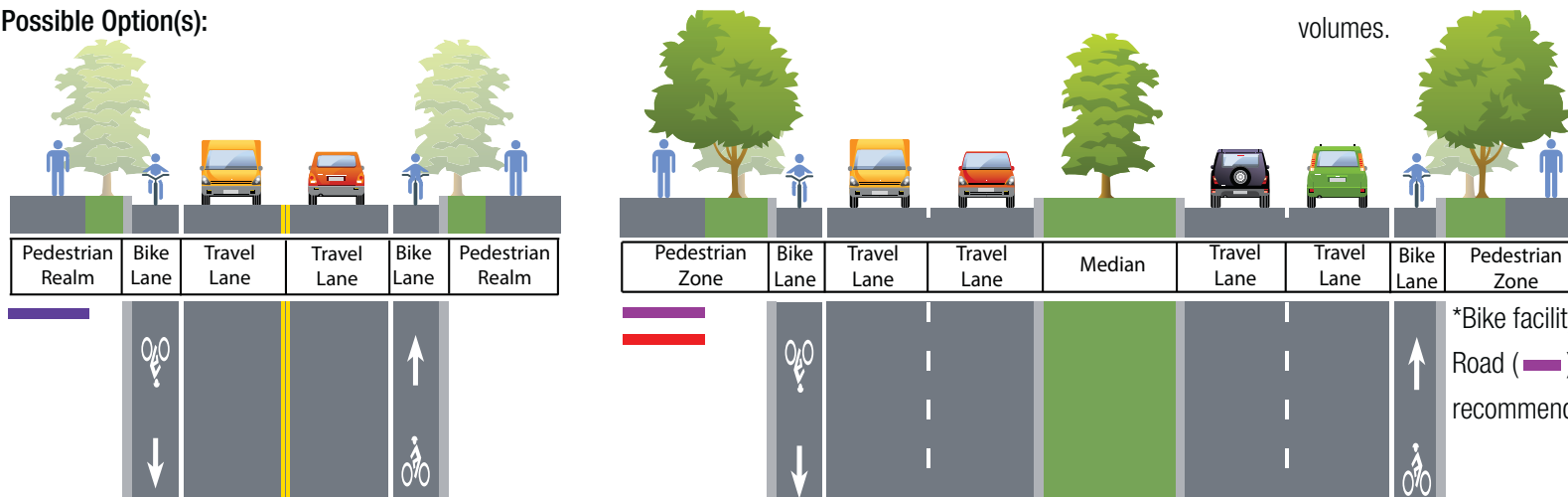
Identified Needs

The intersection of W. 43rd and Watonga Boulevard was noted by the public as a dangerous intersection and where a safer design of the left turn lane was requested. Another need assessed through public input was the general enhancement of pedestrian facilities up to the intersection at TC Jester for enhanced accessibility of the White Oak Bayou Trail connection.

Future Vision

Where Mangum Road and Watonga Blvd form a continuous corridor, projected traffic volumes justify the current **Major Thoroughfare** designation on the MTFP. The multi-modal classification of **Urban Boulevard** is recommended for this same strip of corridor in preservation of the median and increased access management. For the more localized section of Mangum Road to W. 43rd Street, the corridor is recommended as a **Minor Collector** and as an **Urban Street** given the lower traffic volumes associated with a more dense, residential street. Given the residential nature of both segments of corridor, an enhanced pedestrian realm should be prioritized for the corridor. A bike facility along Mangum Road is recommended given the more residential nature of the corridor as well as reduced traffic speeds and lower traffic volumes.

Possible Option(s):



NOTE: COLORED BAR(S) INTENDED TO CORRESPOND WITH CORRIDOR KEY AT THE TOP OF THE PAGE.

*Bike facility recommended along Mangum Road (—); a bike facility is not currently recommended along Watonga Blvd (—).

APPENDIX

City Mobility Planning

In 2009, the City of Houston adopted the City Mobility Plan (CMP), which proposed a new process for developing mobility solutions. These solutions focus on capitalizing on current transportation infrastructure by emphasizing multi-modal mobility options and system improvements with a higher than average benefit-cost ratio. Historically, we have addressed increased traffic by simply expanding our streets or network capacity. This methodology simply isn't sustainable given limited funding sources, quality of life factors, and constraints on land development.

With expected growth in the study areas, several of the corridors will continue to see increased congestion within the next 25 years, and the limited rights-of-way will preclude several corridors from increasing their through-put capacity by simply widening the street. As such, the City of Houston is taking a holistic approach to defining a vision for these corridors. All modes of travel will need to be accommodated in some form or fashion within each of the study areas. By using the concepts defined within the *Infrastructure Design Manual, Chapter 10, Appendix 2*, the City is taking its first step in trying to create a multi-modal vision for the corridors within the study areas. Resulting recommendations are evidence of a balanced approach that took many City resources into consideration, including: Existing Conditions Analysis, Public Engagement, Stakeholder Engagement/Oversight, and modeling scenarios which specifically targeted attempts in vehicular congestion evaluation and network solutions.



Based on expected growth, limited room to build new or expand existing roads, increase in projected congestion, and a desire for the City to find a more multi-modal oriented solution to the City's ever-pressing traffic concerns, the following recommendations were made. Local street recommendations were provided to preserve and tighten the existing grid to eliminate the possibility of future roadway abandonment or alteration of local streets, allowing for the continued preservation of the corridors while enhancing the importance of alternative modes of transportation, such as bikes.

For more information about City Mobility Planning, visit the City of Houston's Mobility page at <http://houstontx.gov/planning/mobility/cmp>.

Other Planning Studies

In addition to City Mobility Planning efforts, the City of Houston makes annual amendments to their Major Thoroughfare and Freeway Plan, supports the development of the City's Transportation Policy and Regulations, provides technical support to the City's Transportation Advisory Committee and maintains the City's Travel Demand Model. To find more studies that the City of Houston has been involved in, visit their Mobility webpage at <http://houstontx.gov/planning/mobility/>.

The City of Houston also coordinates with the Houston-Galveston Area Council and other transportation agencies within the region and pursues federal funding opportunities for transportation planning studies and public-private partnerships. To review transportation and other planning studies (related to business and economic development, community, emergency/disaster planning, environment, mobility, and public safety), visit the Houston-Galveston Area Council's webpage at <http://www.h-gac.com/home/residents.aspx>.